

Armless Man Here To Teach Wounded Life Is Not Empty

Quentin D. Corley Became Judge After He Was Injured, and He Scorns to Ask Help From Any One

A young man with no arms, who can write, drive an automobile and make love well enough to win a Southern side, is going to talk to wounded soldiers at Carnegie Hall to-night, showing them that life need not be empty, whatever their injury in battle.

He is Quentin D. Corley, lawyer and county judge, from Dallas, Tex. Fourteen years ago, at the age of twenty-one, he was injured in a railroad accident, losing both arms.

"I made up my mind that it was up to me to make the best fate," said Judge Corley yesterday at the Waldorf-Astoria, where he has been busy showing his dexterity with mechanical devices during the sessions of the rehabilitation conference of the American Red Cross.

"I want to tell all American soldiers who may have lost their arms or legs that they can do just as good a time now as they ever did."

"I can dance, and drive an automobile, and win a match in a bowling alley."

"I travel everywhere I can afford to, alone. I bathe, dress myself, comb my hair and wind my watch. It took me ten years to learn to wind my watch by rubbing the stem with my elbow. I never ask a favor of anybody. All I ask is to be let alone, and be allowed to take care of myself. I do this for two reasons, first, for self respect, and second, for self protection, because if I never depend on other persons they can never fail me in an emergency."

Judge Corley darts around the lobby of the hotel, attracting no attention to his deformities, until he meets an acquaintance. Then he reaches out his left arm to shake hands, and instead of a hand it is a steel hook which is offered in greeting.

The hook is of the general type known to surgeons as a prosthetic appliance, but the details are of Judge Corley's invention.

It consists of two flat hooks laid face to face, and held together by a strong steel spring. The spring is opened by a movement from the shoulder, and while the jaws or hooks are open any useful implement, such as fork, comb, pencil, is caught between the spring is released, and the jaws are closed, holding the implement in a strong grip.

"Being happy, although armless," he said, after displaying his accomplishments good-naturedly, "is all a matter of psychology. The trouble with most cripples is that they shun society, fearing to attract attention. I made up my mind that I would go everywhere and do everything I possibly could. I got my first job as foreman of a gang of men doing construction work. In the evenings I studied law, and two years after my accident I was admitted to the bar."

"I belonged to a debating club, too, and, following my rule of law, I went to parties after our debates. There the sister of one of the club members. It was the best story. I hesitated at first, I admit, but my brains and heart that count in love as well as in business, and I got the girl."

According to statistics made public by Major A. G. Crane, of the Division of Physical Reconstruction in the Surgeon General's office, only 3.2 per cent of the American army has suffered wounds requiring amputation. This is based on the first 11,748 cases. These cases were divided as follows: Disability of chest, 3.0 per cent; heart disease, 9.7 per cent; nerve disease, 9.6 per cent; wounds to arms and legs not requiring amputation, 7.0 per cent; amputation, 3.2 per cent; rheumatism, 2.9 per cent; all others, 33.2 per cent. Of these disabilities 51 per cent was received in camp and 10.2 per cent in battle.

Two hundred thousand men have been disabled, Major Crane said, one hundred thousand diseased. Of these 3,600 are still in France.

Favor Contract With Railroad Administration

Stockholders of the Hudson and Manhattan Railroad Company yesterday empowered the board of directors to enter into a contract with the Director General of Railroads for the operation and control of the railroad properties which compose the New York-New Jersey Tube System. Robert Kay, secretary of the company, announced that 98 per cent of the stockholders voted in favor of the resolution.

Red Cross Officer Sees Renewal of Balkan War

Only Strong Allied Military Guard Can Prevent It, He Says; Arrives on Vestris

The Lamport and Holt liner Vestris which is soon to resume her place in the company's New York and South American service, arrived here yesterday from Liverpool with the passengers of the Cunard liner Orduna which was forced to remain abroad.

Captain Charles B. Gibson, of Chicago, a surgeon of the American Red Cross, was aboard. He recently came out of Bulgaria where he had been engaged in relief work, establishing and directing a station at Turnavica-Syren. "Bulgaria," he said, "is by no means demobilizing her army, but is forever moving it from place to place. She loves the Allies just so long as the Allies feed her and that is about all there is to her sincerity. Serbia is awaiting an opportunity to spring at Bulgaria's throat and Greece is seeking to claim everything she can lay her hands on. That is the Balkan situation in a nutshell."

"A league of nations in some form is absolutely necessary to keep peace in these belligerent states. Conditions in Bulgaria are deplorable. Unless the Allies maintain a strong military guard in the Balkans, war will surely be renewed there."

Lieutenant Douglas Kingsley, of the First London Artillery, was ordered to Ellis Island.

He served in Mesopotamia and with the Royal Air Force, in France, but his injuries did not satisfy the immigration inspectors.

Soldier's Wireless Says "I'm Coming!" He Dies Next Day

Body of Doughboy on Dakotan Is All That Reaches Wife; 27th Engineers Arrive, Col. Perry in Charge

When the transport Dakotan was backing her way through heavy head seas about 900 miles east of Sandy Hook on Monday, Corporal George Herbfeld, of the 17th Aero Squadron, remembering that the following day would be his wife's birthday, sent a wireless message of congratulation to Mrs. Herbfeld in Pittsburgh and announcing that he would arrive in New York within three days.

Tuesday the young corporal, who had braved death hundreds of times in the air, stepped into an open hatch and was instantly killed. His body was brought to port yesterday with those of three other men who had died on the voyage. They were Private Frank Carroll, 17th Aero Squadron, of Saginaw, Mich.; Francis R. Scott, 27th Engineers, of Oakland, Cal., and Henry R. Rubbel, 27th Engineers, of Green Forest, Ark.

The Dakotan brought home 1,761 officers and men, most of whom were of the 27th Engineers. Other units aboard were the 137th and 17th Aero squadrons. The engineer organization was made up of mining men from all parts of the country, and was assembled and later commanded by Colonel Oscar B. Perry, who gave up a big salary with the Guggenheim to take a course in military training at Plattsburg. The regiment operated with the First Army and was cited three times for efficient work under heavy fire at St. Mihiel and in the Argonne. Colonel Perry returned with his men.

Lieutenant Howard L. King, of this city, who was attached to Company B of the 27th was assigned to build a bridge across the Aire River, near Apremont, on October 4, and went out with his men under a withering artillery fire. The job took three days, but they built the bridge, their casualties being four killed and thirteen wounded.

The 137th Aero Squadron was in command of Lieutenant J. T. Heekel, of Rochester, N. Y. Major S. B. Eckert commanded the 17th Aero Squadron, which operated with the British army and brought down sixty German planes.

The Anchor liner Italia brought home yesterday from Marseilles twenty-two officers and 968 men, who were grouped into fifteen casual companies from camps in southern France. They came over in command of Lieutenant Colonel Oscar H. Fogg, who went abroad as a major of the Ordnance Department.

On the transport Naumee from Brest came 102 men from the 37th and 83d divisions, most of the men having enlisted in Ohio.

"Green Car" Lines in Hands Of a Receiver

Continued from page 1

management of the company's affairs, said:

"It is undeniably a very serious problem, and some one has got to work it out. I presume that my appointment by Judge Mayer was the result of our lifelong intimacy and because he thought I would fit into the situation some way."

Mr. Hedges was a classmate of Judge Mayer.

"I come to this problem entirely conscious of the seriousness of it, to work out some line that will do justice to every one. I shall acquire my information on the situation as rapidly as possible, and as promptly as possible work out a solution, which must be firm, consistent and just to all."

In financial circles the fact of the bankruptcy did not cause much surprise. It has been expected for a long time. Some astonishment was, however, expressed at the extent to which the company's affairs now appear to have become involved.

Theodore P. Shonts, president of the New York Railways Company, in a statement issued just before leaving his office last night, referred to the receivership as "inevitable." Last summer, he declared, the directors of the road had to face the fact that it would be impossible for them to last in the first real estate mortgage. A seven-cent fare, Mr. Shonts added, would have saved the situation, and he bitterly scored the Board of Estimate for its failure to allow the company any relief.

Mayor Hylan first learned of the receivership proceedings at 6:20, while attending a meeting of the Board of Estimate's finance committee. His comment was:

"The Interborough said there they have made good their promise."

Controller Craig said that he hoped Mr. Hedges would "take into consideration the interests of the city."

In the bill in equity presented before Judge Mayer yesterday afternoon, it was set forth that the total income of the New York Railways Company for the fiscal year ended June 30 last was \$163,338 less than was required to pay the interest on the first real estate mortgage, \$30,609,387. The total income, \$132,729; Lexington Avenue and Parnassus Ferry Railroad Company first mortgage, \$5,000,000; Columbus and Ninth Avenue Railroad Company first mortgage, \$3,000,000; Broadway, Surface Railroad Company, first mortgage, \$1,500,000; South Ferry Railroad Company first mortgage, \$500,000; and Central Crosstown Railway Company, first mortgage, \$250,000. These represent the lines owned by the New York Railways Company.

The mortgage indebtedness of the lines leased by the company appears as follows: Broadway and Seventh Avenue Railroad Company, first consolidated mortgage, \$8,100,000; Christopher and Tenth Street Railroad Company, first mortgage, \$210,000; Twenty-third Street Crosstown Railway Company, first mortgage, \$1,500,000; and Fulton Ferry Railroad Company, first mortgage, \$700,000, and Thirty-third Street Crosstown Railway Company, first mortgage, \$1,000,000.

The petition declares "on information and belief" that the defendant, since entering into possession as aforesaid, has operated all the lines owned and leased by it as parts of a single system, constituting routes over different lines, or parts of lines, connecting separate lines, or parts of lines, or intermediate leased or owned lines, or lines of controlled companies, interchanging equipment among the various lines, and furnishing equipment as might be required to meet, from time to time, the varying requirements of particular lines, supplying power and using power houses, car barns and stations as needed best for the effective and economical operation of the system as a whole, and also establishing a system of transfers between various lines, and the like, so that the defendant owns the equipment to a substantial amount which has been used over the system.

The plaintiff is informed and believes that since entering into possession of the premises, the defendant has expended large sums of money in improvements and additions and other capital expenditures to and upon lines of its system, including its leased lines, and that said expenditures have greatly benefited such lines of railroad and enhanced the value of said leased lines, and that the defendant has no further resources for any further expenditures that may be needed; that the defendant has been required and will be required to make large expenditures for the maintenance and repair of its system, and that the defendant will be unable to pay therefor, although immediately necessary for the operation of its lines; that in the course of the operation of its lines numerous accidents have occurred in respect of which suits have been brought and are now pending, and that said suits to the number of several thousands are now upon the calendars of the courts, awaiting trial, and that the defendant will be without means to meet judgments recovered in said suits; that there is a suit upon the calendar of this sort growing out of the reorganization of the Capital Street Railroad Company, in which it is claimed that the defendant is liable for upward of \$1,000,000 and the defendant will be without means to meet any judgment recovered thereon.

After taking up the matter of the \$1,600,000 floating indebtedness, the petition continues:

"Plaintiff alleges that there is a grave danger that the lines of the defendant may no longer be operated in a single system, but that the various lines that are now owned or leased by the defendant may be broken up and separately operated; that there is likewise great danger that suits may be instituted against the defendant in respect of the claims above stated, and that it is essential to the interests of the defendant, and to the interest of the public, and to the plaintiff, that the property of the defendant should not be sacrificed; that the position of the defendant is more acute by reason of the present bad financial conditions of public service corporations generally; that there are outstanding unpaid, special franchise taxes for the year 1900 against the property of the defendant and certain of the lessors, which with the interest claimed to be due thereon, amount to approximately \$600,000; that such taxes constitute liens on the property of the defendant and certain of the lessors, and that the officers of the City of New York to sell such lines in a manner provided by law. The petition further alleges that the 'appurtenances, rolling stock and other property of the company are now in reasonably good condition,' and that during the past year the defendant has carried over 800,000,000 passengers, while giving employment to an army of 6,000.

In its answer the New York Railways Company, after admitting all the

cent charge for transfers. From that time on up to the present, almost continuously, we have been trying to educate the public and the public authorities that, because of the increased cost of labor and material, unless we could get more revenue trouble would follow.

"In the summer of 1918 we thought that if we could live until September 30 we would be fortunate. We passed October 1 and thought then that possibly we might go till December 31, but doubted our ability to go past that the extraordinary increase in cost experienced by us, and the date, by the grace of God and the indulgence of our creditors we got over January 1.

"Nature has been kind to us, giving us a mild winter, so that we have had a slight increase in revenue without we then went along hoping that before we fell, if we did not get actual relief, we would, at least, get promise of relief which would follow, so that we could go to the bankers for financial aid.

"If an action had been taken by the Board of Estimate tending to ameliorate conditions, the banks would have helped us over this period, but they did not.

Situation Looked Hopeless

"Since January 1, as we have looked over our monthly statements, the situation looked hopeless. Then creditors began to press us, demanding payment and statements of our exact financial condition, and finally, the inevitable happened. The people filed their bill against us for receivership.

"When the matter was put up to us we hastily called a meeting of the board of directors and I read the papers to them. It was the judgment of the directors that nothing could be done but to acquiesce, and we passed a resolution to that effect.

"We have every confidence in Mr. Hedges, and are going to do our utmost to help him unravel the situation."

When asked what increase would have been necessary to save the situation, Mr. Hedges said:

"We figured we should have an eight cent fare for the Interborough and an eight cent fare, with three cent transfer, for the New York Railways, the charge to be the same. Then we began for only, subsequent ones to be free. The eight cent fare was to cover the return on the city's investment. A seven cent fare would probably make us whole. A seven cent fare with three cent transfers would probably have saved the New York Railways. The average fare now is only 3.42 cents, instead of the 10-cent fare which a great number of transfers that are issued free."

The Mortgage Indebtedness

The bill of complaint itemizes the mortgage indebtedness of the company in this way:

First, real estate and refunding mortgage, \$10,000,000; Lexington Avenue and Parnassus Ferry Railroad Company first mortgage, \$5,000,000; Columbus and Ninth Avenue Railroad Company first mortgage, \$3,000,000; Broadway, Surface Railroad Company, first mortgage, \$1,500,000; South Ferry Railroad Company first mortgage, \$500,000; and Central Crosstown Railway Company, first mortgage, \$250,000. These represent the lines owned by the New York Railways Company.

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Rhode Island House Orders "Dry" Law Test

PROVIDENCE, R. I., March 20.

The House to-day passed the resolution directing the Attorney General to take steps to obtain a ruling of the United States Supreme Court on the constitutionality of the action of Congress on the prohibition amendment. The resolution will be transmitted to the Senate to-morrow.

Will Cooperate, Says Whitney

At the Harvard Club last night Travis H. Whitney, acting chairman of the Public Service Commission for the First District, said:

"The Public Service Commission will cooperate in every way with the receiver, and will do all in its power to maintain the lines. We will make everything as convenient for the public as possible. I hope to see the receiver to handle everything and that it will not be necessary for other receivers to be named for the leased companies. If such should be the case the receivers would have to deal with and separate fares would be charged on the different lines."

London Underground Official Here Sees Danger of Disaster

"A financial disaster involving a chain of receiverships" will overtake New York's transportation systems unless increased fares are granted, in the opinion of William E. Mandelick, business manager of the Underground Electric Railways Company of London. Mr. Mandelick, after a two months' inspection of street railway problems in Chicago, will sail to-morrow on the Adriatic.

He said yesterday that the congestion problem is far more serious here than in London.

"And you cannot expect much relief unless the companies are given more funds with which to work," he said. In London, where the congestion has been a problem since the beginning of the war, it is only because of this advance that we are able to handle the traffic.

"Here the fares remain just as in pre-war times. If this situation continues I cannot see how you are going to avert a serious financial disaster involving a chain of receiverships, and the consequent disintegration of your transportation systems with perhaps the consequent abandonment of some of your lines, the throwing out of employment of thousands of men, and the causing of far-reaching complications which seem to me will be most detrimental to the city and to the country."

"On every hand here I found the cost of living had increased. I cannot understand why the city transportation lines have not been allowed temporarily to increase their fares. They, like ourselves, have had to pay their men wages, and the cost of material for the maintenance of the property has been vastly higher, and yet the street railway, elevated and underground lines remain the same. Such a state of affairs is not likely to render the securities of your traction companies attractive investments in any way."

"I don't mean to criticize the policy of the powers that are responsible, but I am wondering what you are going to do and how long a time yet remains in which to take action of a remedial sort before the cataclysm comes in your transportation situation."

N. Y. Railways Company Built on the Ruins of The Old Metropolitan

The New York Railways Company arose from the ruins of the Metropolitan Street Railway Company, and was incorporated under the laws of New York State December 29, 1911, for the purpose of taking over the properties which formerly belonged to the Metropolitan Street Railway Company.

It was on that date that the property of the defunct Metropolitan was sold at public auction, under foreclosure, for \$10,000,000 and bid in by bondholders who had formed a purchasing committee under a plan of reorganization, dated November 29, 1911.

The original consolidation of New York's street railways occurred on November 1, 1893, when the Metropolitan Street Railway Company was incorporated. At that time the properties of the Holden Street, West Street and Parnassus Ferry Railroad Company were merged with the Broadway Railway Company and the South Ferry Railway Company.

On May 18, 1894, the company consolidated with the Metropolitan Crosstown Railway Company and the Lexington Avenue and Parnassus Ferry Railroad Company. This was followed in the succeeding year by a merger with the Columbus and Ninth Avenue Railroad Company.

On October 1, 1907, the Metropolitan Street Railway Company went into the hands of receivers. During the period which followed several of the lines of the Metropolitan had leased were separated from it. The largest of these was the Third Avenue Railroad Company, which went under a separate receiver.

The company's property remained under the receivership and went through a mass of litigation until it was taken over by the newly formed New York Railways Company.

During the summer of 1915 the litigation which arose out of the receivership of the Metropolitan, and which had been pending in the courts since 1907, was finally settled by a general agreement.

After many months of negotiations the company was able to substantially settle the claims of the bondholders against it, based upon the litigation which had been rendered in the litigation. The receivers were finally discharged on March 24, 1916.

Man Stabbed to Death

Body Found in Front of Saloon; Woman Questioned

Harry Larsen, of 1074 Seventy-fourth Street, Brooklyn, was found dead in the gutter in front of a saloon at Bond and Warren streets, Brooklyn, last night, with a stab wound over his heart.

Patrolman George O. Dea, who was attracted by screams, took a woman who said she was Catherine Lewia, of 450 Third Avenue, to the police station to be questioned. He said that she was running away from him overtook her.

The woman denied any knowledge of the stabbing, but said that she had struck Larsen because he hit her. In the yard in the rear of the saloon, a penknife was found. The police were

Negroes From 9 States Organizing Union Here

Amalgamation to Fight Race Prejudice Is Planned by Them

Delegates from negro civic, religious, fraternal and social organizations of nine states and the District of Columbia met at the Zion A. M. E. Church, at 151 West 136th Street, yesterday, to band together all negro organizations to fight discrimination and race prejudice and to secure full rights as citizens.

A temporary organization was formed with Dr. George E. Cannon, of Jersey City, as president and William A. Byrd, Ph.D., executive secretary. Dr. Cannon, Mrs. Mary E. Talbert, Mr. Byrd and other speakers urged that all unite to secure enforcement of the fourteenth and fifteenth amendments to the Constitution, the abolition of the "Jim Crow" system, granting of right of franchise for the negro in all states and equal educational opportunities.

Delegates were urged to see that black women secured equal rights with others in the event of the granting of women's suffrage, and that proper representation be given in the reorganization of the army. Investigation of charges of mistreatment of negro soldiers by white officers also was discussed.

When Dr. Cannon started to appoint committees to draft a constitution for a permanent organization and an appeal to the nation, immediate protests came from the Rev. S. L. Carothers, of Newark. He urged delay.

"We are not devoting sufficient time to the preamble," he said. "We ought to lay out a platform."

Mr. Byrd answered that the call for delegates was to define the programme and urged calmness and mutual consideration among delegates. A call to supper ended the argument. The convention will continue to-day.

Amalgamated Workers to Back Lawrence Strike

Committee Sent to Massachusetts' Town to Take Charge of 35,000 Strikers

Three officers of the Amalgamated Clothing Workers of America are being sent from New York to take charge of the Lawrence textile strike of 35,000 mill operatives. It was learned yesterday. The men are David Wolf, general treasurer of the organization; Harry Cohen, manager of the Joint Board of Children's Clothing Trades, of New York, highly skilled workers.

This action follows the decision of the Lawrence strikers to affiliate with Amalgamated Workers rather than with the United Textile Workers of America, which is composed mostly of highly skilled workers.

An officer of the Amalgamated Workers said yesterday that a minimum of \$40,000 for running the strike fund, \$10,000 a week would be sent from New York to Lawrence for the support of soup kitchens and food and milk stations for the strikers.

The money is collected from the 75,000 members of the workers here, who are contributing an hour's wage a week.

U. S. to Spend \$48,243,855 For New Guns for Artillery

WASHINGTON, March 20.—Artillery projects contemplate expenditure of \$48,243,855 for new guns. The department announced to-day. These include 396 "preferred type" heavy howitzers, 240-millimetre model; 341 155-millimetre guns; 1,000 105-millimetre programme; fifty 8-inch howitzers and twenty 9.2-inch howitzers, work on which could not be stopped.

The projects also call for 4,281 Browning heavy machine guns, 22,419 light Brownings, 74 carriages for 12-inch seacoast mortars and 73 railway mounts for weapons of this type.

"I don't mean to criticize the policy of the powers that are responsible, but I am wondering what you are going to do and how long a time yet remains in which to take action of a remedial sort before the cataclysm comes in your transportation situation."

FUN, FACTS and FANCIES for the

Children

two new pages in the

SUNDAY TRIBUNE

THE first number of The Children's Tribune, published last Sunday, was a great success.

Letters from over a hundred delighted children have already been received, with more coming in every mail. They are so pleased that at last there is a little paper every Sunday printed just for them.

And so they are sending in short stories, editorials, suggestions on making interesting little things, and answers to the puzzles.

For the editorials published the children are paid at space rates—a cent a word, and their names are printed, and for the best suggestions and answers they also receive cash prizes.

Next Sunday—

The Scouts of Silver Mine, by George Mitchell; Gam of the Gutter and His Gnosy Gnomes, cartooned by Lou Rogers; The Adventures of Lump-O-Sugar; Puzzles, Editorials, etc.

See that your child gets the little 8-page Children's Tribune on two big pages in the Tribune Institute Section of March 23rd

Sunday Tribune

Veteran of 27th Denounces Hearst Tinge in Welcome

Suggests Co-operation in Opposing His Influence and in Showing Real Greeting to the Troops

In a letter denouncing the connection of William R. Hearst with any organization formed to welcome returning soldiers, a member of the 27th Division recommends that the Independent Citizens' Committee of Practical service take various tasks of practical service to the soldiers. He suggests an "Empire Bureau of Employment," a bureau to look after the claims of former soldiers with reference to undelivered Liberty bonds and allotments and a committee to cooperate in the formation of fellowship clubs for ex-service men.

The letter, addressed to Charles Stewart Dawson, chairman of the general committee of the Citizens' Committee of Welcome, reads in part:

"As a returned wounded soldier, I wish to say I am entirely in accord with the plan and scope of this committee."

"I have always disliked the affiliation of W. R. Hearst with anything in the nature of a welcome to my comrades who have fought in this great war. I am entirely opposed, as many other soldiers I know are, to Hearst's un-Americanism and the yellow journalism he represents."

"I believe this committee, of which you have the honor to be the chairman, can do much that will be in the real nature of a welcome to the soldiers, besides brass bands, grandstands, speeches and flag imprints as portrayed in the Hearst papers, and which are of only temporary consequence."

"I offer the following for your earnest consideration:

"First—The organizing of an Empire Employment Bureau, conducted by the Citizens' Committee, thus helping to overcome and prevent idleness."

"Second—A Citizens' Committee bureau that will look after soldiers' claims, such as undelivered Liberty bonds and allotments."

"Third—A systematic campaign against the Hearst influence, as waged by The New York Tribune."

"Fourth—A closer cooperation and touch by the committee with every in-

dividual returned soldier as to the committee's work and scope."

"Fifth—Inaugurate a permanent educational bureau in the above lines."

"Sixth—Assist soldiers in forming fellowship clubs, thus helping to perpetuate their comradeship and form an ever remembered bond with the grateful citizens of this city."